

Reinvestment Act? Some \$800 million were set aside to provide locomotives for the East Coast, for the Eastern corridor.

Most companies said: We don't build locomotives anymore.

So General Electric and GM just waved off the possibility. But in Sacramento, there was this German company called Siemens that was building light railcars, transit cars and the like, at a newly established plant in Sacramento, California.

They looked at it and said: \$800 million, 100 percent American made. We are a German company, but we are operating in America. Do you want 100 percent American-made locomotives, the wheels, the electrical engines, the electrical motors, all of the electronics? That German company said: Bring it on.

\$800 million, they signed the contract, and they produced 70, 100 percent American-made locomotives.

So what is the point? The point is, maybe 1,000, maybe a little less, middle class jobs in Sacramento, California, and you can bet that steel wasn't made in California. It came from the Midwest. You can bet that those wheels were made outside of California. The electric motors came in from the East and the Midwest.

So this opportunity was spread out all across America. It is exactly the same if we were to require that our liquified natural gas, a strategic American asset, were exported on American-built ships, and the same for the oil that comes from the Bakken up in the North and the Middle American States.

All of that is the art of the possible. So we are all about doing this. We are all about making it in America.

I will take a couple of seconds, and I am going to give you one more example. For those of us in northern California and anybody who wants to tour San Francisco and the San Francisco Bay Area, you will see a fabulous new bridge spanning the bay from Oakland to San Francisco. It is a beautiful bridge.

However, it was a bridge that was built with Chinese steel. It was supposed to be 10 percent cheaper, so they went for the cheap, but they wound up with the crud. They wound up with steel that had weld problems and that had quality problems. It ultimately wound up to be way, way over the budget, and 3,000 jobs and a brand new, high-tech, most advanced steel manufacturing plant perhaps in the world was built in China. No jobs in America, no new steel mill in America, but there was in China. That is what happens when you buy foreign.

I guess New Yorkers were a little smarter than my California colleagues. So in New York, they wanted to build a new bridge called the Tappan Zee Bridge. They said: We are going to make it with American steel. It costs \$3.9 billion, under budget, and there were 7,728 American jobs.

It makes a difference. Public policy makes a difference. If you want jobs in

America, then you set about to give Americans a better deal. Public policy and laws, that is our work. We are your Representatives.

We ought to be representing you, not the Chinese steel mills. We ought to be representing you, not the shipbuilders in Japan or Korea. We should be representing you, the American people, the people who are working in the shipyards of America.

The children of today's shipbuilders need an opportunity to continue the work of their fathers and their grandfathers in America's great shipyards.

I will tell you this: our public safety, the security of America, depends upon the U.S. Navy. The U.S. Navy depends upon shipyards for their ships. The more commercial ships we build in the shipyards, the more competition there will be to build naval ships.

So here it is, a better deal. This is what we Democrats are offering. We are offering a better deal. We are going to focus directly on better jobs.

Tonight, we have talked about American manufacturing. We talked about making it in America. We talked about making ships in America once again. We are talking about high-paid, middle class jobs in American manufacturing, whether it is the shipyard or whether it is where these great engines are manufactured, wherever it may be in the United States.

So better jobs, better wages from these high-quality jobs, and, therefore, a better future for America.

So here, while we spend all of our time wondering what the next tweet will be from our President, I want us also to think about the art of the possible, about legislation that provides Americans with a better deal.

We will talk more about this in future days, but, right now, I want us all to think about what we can do for America so that we will have a better deal for the working men and women of America.

Mr. Speaker, I yield back the balance of my time.

RECESS

The SPEAKER pro tempore (Mr. GARRETT). Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 7 o'clock and 51 minutes p.m.), the House stood in recess.

□ 2036

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. ADERHOLT) at 8 o'clock and 36 minutes p.m.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. CUELLAR (at the request of Ms. PELOSI) for today on account of travel delay due to weather.

Mr. VELA (at the request of Ms. PELOSI) for today.

ENROLLED BILLS SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker:

H.R. 984. An Act to extend Federal recognition to the Chickahominy Indian Tribe, the Chickahominy Indian Tribe—Eastern Division, the Upper Mattaponi Tribe, the Rappahannock Tribe, Inc., the Monacan Indian Nation, and the Nansemond Indian Tribe.

H.R. 4641. An Act to authorize the President to award the Medal of Honor to John L. Canley for acts of valor during the Vietnam War while a member of the Marine Corps.

ADJOURNMENT

Mr. FRELINGHUYSEN. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 37 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, January 17, 2018, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

3738. A letter from the Program Specialist (Paperwork Reduction Act), LRAD, Office of the Comptroller of the Currency, Department of the Treasury, transmitting the Department's joint final rule — Community Reinvestment Act Regulations [Docket ID: OCC-2017-0025] (RIN: 1557-AE30) January 10, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

3739. A letter from the General Counsel, National Credit Union Administration, transmitting the Administration's final rule — Emergency Mergers—Chartering and Field of Membership (RIN: 3133-AE76) received January 2, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

3740. A letter from the Secretary, Securities and Exchange Commission, transmitting the Commission's final rule — Treatment of Certain Communications Involving Security-Based Swaps That May Be Purchased Only By Eligible Contract Participants [Release No.: 33-10450; File No.: ST-09-14] (RIN: 3235-AL41) received January 10, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

3741. A letter from the Deputy Director, Regulations Policy and Management Staff, FDA, Department of Health and Human Services, transmitting the Department's final rule — New Animal Drugs for Investigational Use; Disqualification of a Clinical Investigator [Docket No.: FDA-2011-N-0079] (RIN: 0910-AH64) received January 5, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

3742. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's withdrawal of direct final rule — Air